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March  
1965



# THE CENTER LINE

## MONTANA HIGHWAY COMMISSION

### INTERSTATE SLOWS ACCIDENTS

Accident studies made by the Montana Highway Department show a definite downward trend on completed Interstate highways.

Last year's reported accidents were summarized and compared with a 3-year average prior to completion of the controlled access facilities. Total accidents were reduced by two-thirds, injuries by half, and property damage by over two-thirds.

On the basis of the national average accident cost of \$640 an estimated \$500,000 has been saved last year in property damage.

Add to this the time savings, based on the standard one-cent a mile as compared to other type highways, and another \$5,500 is given to the highway user in the form of time saved by reduced distances, and trouble-free driving on controlled access facilities.

The estimate of lives which would be saved on the nation-wide 41,000 miles of Interstate highways, when completed, is 4,000 annually. Since no value in dollars and cents can be placed on a human life, it is reasonable to assume that even if only ONE life were spared (especially if it was YOURS), then the entire cost of \$41 billion would be well spent.

### HYDRAULICS CONFERENCE

The MHD played host to the annual Regional Hydraulics conference, March 2 and 3, in the MHD auditorium in Helena.

Leroy Hargrove, Hydraulics Engineer, was in charge of the arrangements for the two-day conference at which time speakers and panel discussions evaluated the flood conditions which plagued Montana, Oregon and Idaho last year.

It was determined that Montana and Oregon experienced their most devastating floods

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in history, and in order to establish a criterion for future design of bridges and highways, the 1964 water levels were considered.

The engineers agreed that new designs for piers and placement of structures were necessary, both for minimizing the damage caused by floating debris, and to take advantage of proper stream flow.

Future bridge designs will undoubtedly have larger openings, and such protective factors as spur dikes will be considered, to divert fast moving water away from approaches.

Participants in the conference are pictured below.



Front Row, l. to r.): Roy Jones, BPR, Helena; Lester Herr, Chief Hydraulic and Hydrological Branch, BPR, Washington, D. C.; Wm. Scheffey, BPR, Washington, D. C.; Roy Tokerud, Division Bridge Engineer, BPR, Portland; Phil Keasey, BPR, Helena.

Back Row: Leroy Hargrove, Hydraulics Engineer and Don Gruel, Designer, both of the MHD; Herbert Gregory, Assistant Regional Hydraulic Engineer, BPR, Portland; Gene R. Fiala, Regional Hydraulics Engineer, BPR, Portland; Max N. Jensen, Design Engineer, Idaho Department of Highways; Harold Tilzey, District Engineer, BPR, Idaho; W. H. Tebeau, Field Reconnaissance Engineer, Oregon State Highway Department. Not present when picture was taken, Jack Beckert, Senior Assistant Bridge Engineer, MHD, Helena.





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Tim Babcock

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Paul M. Johnson.....State Highway Engineer

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Ernest A. Neath.....Editor  
 Chet Dreher.....Photographer  
 Kenneth L. Martello.....Artist

Material in the Center Line May Be Copied and Reproduced

| AWARD SHEET<br>Project No.                                                                                                                                                                                                                                        | Amount of Bid | Bidder                               | Letting of February 25, 1965<br>Address |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|--------------------------------------|-----------------------------------------|
| I-IG 15-5(28)274 U2<br>Sun River-Emerson<br>Junction (Bridges)<br>Cascade County                                                                                                                                                                                  | \$ 514,839.02 | Sletten Construction Co.             | Great Falls, Mont.                      |
| IG 90-8(29)395<br>Reedpoint-East<br>(Bridge Removal)<br>Stillwater County                                                                                                                                                                                         | \$ 15,831.80  | Empire Sand & Gravel Co., Inc.       | Billings, Mont.                         |
| I 94-6(9)221<br>Wibaux Co. Line-<br>West (Seeding)<br>Dawson County                                                                                                                                                                                               | \$ 4,700.42   | R. C. Blain & Sons                   | Joliet, Mont.                           |
| F 86(24)<br>Miles City-North Dak. Line<br>(C, GS, PMS, & DR)<br>Custer County                                                                                                                                                                                     | \$ 991,660.29 | Gus M. Albert, Contr.                | Miles City, Mont.                       |
| F 191(28)<br>Pablo-Kalispell<br>(Bridge & Aprs.)<br>Lake County                                                                                                                                                                                                   | \$ 981,343.60 | Paul Jarvis, Inc.                    | Seattle, Wash.                          |
| F 9999(2)<br>Garrison to Focsyth<br>(Signals & Signing)<br>Powell, Lewis & Clark, Jeffer-<br>son, Broadwater, Meagher,<br>Wheatland, Gold, Valley, Mus-<br>shell & Rosebud Counties<br>S 328(2) (Non-Part.)<br>Conner-Cutoff<br>(Bridge Repair)<br>Ravalli County | \$ 96,768.02  | Skinner Enterprises & Allen Electric | Helena, Mont.                           |
| ER 50(2) (F 252)<br>ER 50(3) (S 339)<br>Chester-South (Repair &<br>Protect Creek Bank<br>Choteau County                                                                                                                                                           | \$ 14,460.00  | York Const. Co.                      | Corvallis, Mont.                        |
| ER 54(1) (F 235)<br>Armington-Lewistown<br>(Repair & Protect Creek<br>Bank)<br>Judith Basin County                                                                                                                                                                | \$ 10,658.00  | Cave Construction, Inc.              | Great Falls, Mont.                      |
| ER 57(7) (F 236)<br>Dupuyer-Birch Creek<br>(Bridge & Approaches)<br>Pondera County                                                                                                                                                                                | \$ 75,156.18  | Naranche & Konda Const. Co.          | Butte, Mont.                            |
| SMP 1599-65<br>(Crush & Stockpile)<br>Lincoln & Flathead Counties                                                                                                                                                                                                 | \$ 178,222.00 | Engelbreton Gravel, Inc.             | Kalispell, Mont.                        |

### FROM YOUR SAFETY DEPARTMENT

Early spring is one of the seasons when bridges and overpasses have more than their share of accidents.

As temperatures drop below the freezing point, decks on bridges and overpasses are

likely to become slippery while the approaches and the roadways are bone dry. The simple explanation doesn't necessarily effect the more complicated cure for this situation.

The underneath part of the structure is exposed to cold winds which quickly cools the steel and concrete, so that any moisture which has accumulated from daytime thawing, or from accumulation of frost, forms into a thin layer of ice on the deck, or upper driving surface. On the other hand, the soil beneath the roadway acts somewhat as a "heat pad" to delay or prevent any freezing action.

Moreover, the same icing conditions often happen on highways which are shaded, by an overhead structure, from the melting effect of the sun's rays. Add to this the cooling effect of the winds underneath the bridge, and a type of refrigerator-like effect forms ice on the road surface.

There is usually no indication to the motorist that he is approaching an icy bridge deck, until it is too late to slow down. Therefore, it is advisable to expect the "unexpected", and on mornings or evenings when this condition could prevail, drivers should slow down and keep their vehicles under control to avoid accidents.

### NEW DIRECTOR OF INFORMATION

State Highway Engineer, Paul M. Johnson, announced the appointment of J. Riley Johnson, 28, to the office of Director of Information, effective March 1. Riley succeeds George Sime, who resigned on January 1. Since Sime's resignation, Ernest A. Neath, has been serving as acting director.

Riley has been in Montana for two years, and was founder and publisher of the Hunting and Fishing News until June, 1964. Following that, he did free-lance contract publicity and public relations work in Montana. He is a graduate of Pennsylvania State University School of Journalism, and has had experience in the newspaper field in eastern metropolitan areas such as Miami and Dayton. Riley and his wife, Roberta, reside at 320 11th Avenue in Helena.



## TROUBLE SPOT



Shown here is one of the perennial problems of the MHD in the Flint Creek area immediately west of Georgetown Lake between Philipsburg and Anaconda.

Appearances can be deceiving. Despite the impression the reader might have as to the severity, yet most of the aggregate falling some 250 feet below the roadway has been pushed there by maintenance equipment in order to clear the PTW. Above the road, the height of the portion which fell away is about 60 feet. This particular area, comprising about 1,000 feet, has been a problem for many years each season when moisture, along with alternate freezing and thawing, causes the backslope to slide.

Probably the only permanent cure is to let a contract to bench the backslope, but in the meantime in the spring seasons, the MHD will flag the area during the times there is a danger or inconvenience to motorists.

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## THANKS FOR THE "THANKS"

This month's complimentary letter comes from Helen Michels, Secretary of the Hungry Horse P.T.A. We are happy to share it with our readers.

"The members of the Hungry Horse P.T.A. would like to extend their thanks in appreciation of the excellent sanding of the roads used by District No. 6 school busses.

"We also wish to thank the Highway Commission for the installation of the guard rail in Badrock Canyon, which greatly improved the safety of that section of Highway No. 2."

Our thanks for this letter.

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## GOES ON EUROPEAN TOUR

Hydraulics Engineer Leroy Hargrove and his wife, have departed for a 3-weeks tour of Europe, along with several other Montana residents. It was nip and tuck as to whether or not they would be able to make the trip, Leroy was hospitalized with a severe nose-bleed immediately upon the conclusion of the Hydraulics Conference which ended March 3. However, he managed to rally to the point where it was considered safe for him to make the trip.

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## AN ENCOMIUM FROM GLASGOW

The MHD is in receipt of a complimentary letter from Joe Hocking of Glasgow, which we would like to share with readers of CL.

"During the past few days the writer has had occasion to drive over the highways to Circle, Poplar, to Flowing Wells south and the Glasgow Air Force Base north, and found the highways in excellent traveling condition to all points.

"This letter, by way of hearty thanks and congratulations to the highway maintenance crews of this area for keeping the roads open all winter throughout the most severe weather conditions experienced in years.

"I feel that your boys are entitled to a 'pat on the back' for a job mighty well done."

Centerline thanks Mr. Hocking for his letter.

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The *Montana Motorist*, official publication of the AAA states that male drivers outnumber females in the U. S. 61 to 39 per cent. Nearly two-thirds of all drivers are between the ages of 20 and 49.



## *A-STRIPING WE WILL GO!*

The maintenance department reports that about 6,500 miles of Montana highways were striped in 1964, at a cost of nearly \$270,000. This reflects an average cost of about \$36 per mile.

Recently the paint was purchased for the 1965 striping operations. 89,270 gallons of white and 42,165 yellow reflectorized paint were ordered.

It takes an average of 9.35 gallons of white paint per mile, and 4.98 gallons of yellow to stripe center-line, barrier, and shoulder line.

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According to R/W, 609½ miles of right-of-way are still to be acquired to complete Montana's Interstate system by 1972. At present, 49½ miles are in the appraisal or purchasing stage, and access is being purchased on an additional 6½ miles.

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## *SERVICE AWARDS*

Topping this month's service awards list is Pete Hilt, who has chalked up 35 years. Closely following, with 30 years, are Trustin A. Wagener and Ralph L. Carson. 25 years, Melbourne J. Coffey; 20 years, Thomas M. Charlton, Worth M. Clack, Ray F. Jezick, and John J. McCarthy; 15 years, James W. Hightower, Jr., Jack R. Ricker, and Eugene Taconette; 10 years, Victor L. Bacon, Arthur A. Bowls, Irvin C. Broell, Jack G. Crider, Gerald S. Ditto, Cyril G. Garden, Duane W. Kear, George I. Nelson, Albert O. Rankin, James W. Simpson, and Dallas W. Slayton; 5 years, Edward J. Johnson, Jon D. Johnston, Richard A. Nisbet, Orville Tiensvold and Arthur L. Tintinger. This makes a total of 380 years of service to the Montana Highway Department, by 27 employees.

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## *BOWLING TOURNEY SHAPING UP*

The bowling committee in Lewistown has been busy lately. Entries are coming in and the spots are being rapidly filled with 30 teams already in. Interested MHD bowlers should send their entry right away for the April 10-11 handicap.

The committee requests that entrants have

their average verified by their league secretary before sending them in.

If there are any extra bowlers in any divisions, please send their names in and the committee will try to make up teams from either the men or women.

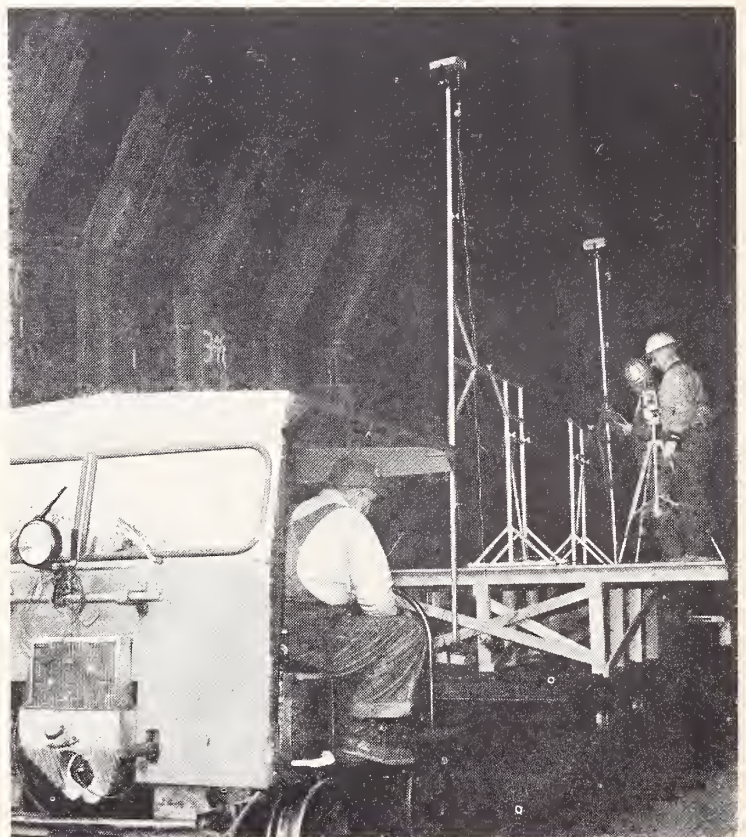
Arrangements for the smorgasbord are all set for the Saturday night of the tournament for all highway bowlers and MHD personnel.



Here are the trophies which will be awarded. One set is for the men's tournament winners, and the other set for the distaff side.

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## *PICTURES DON'T LIE*



Photographers Chet Dreher and Walt Sill are shown as they prepare to photograph every square inch of a railroad tunnel.

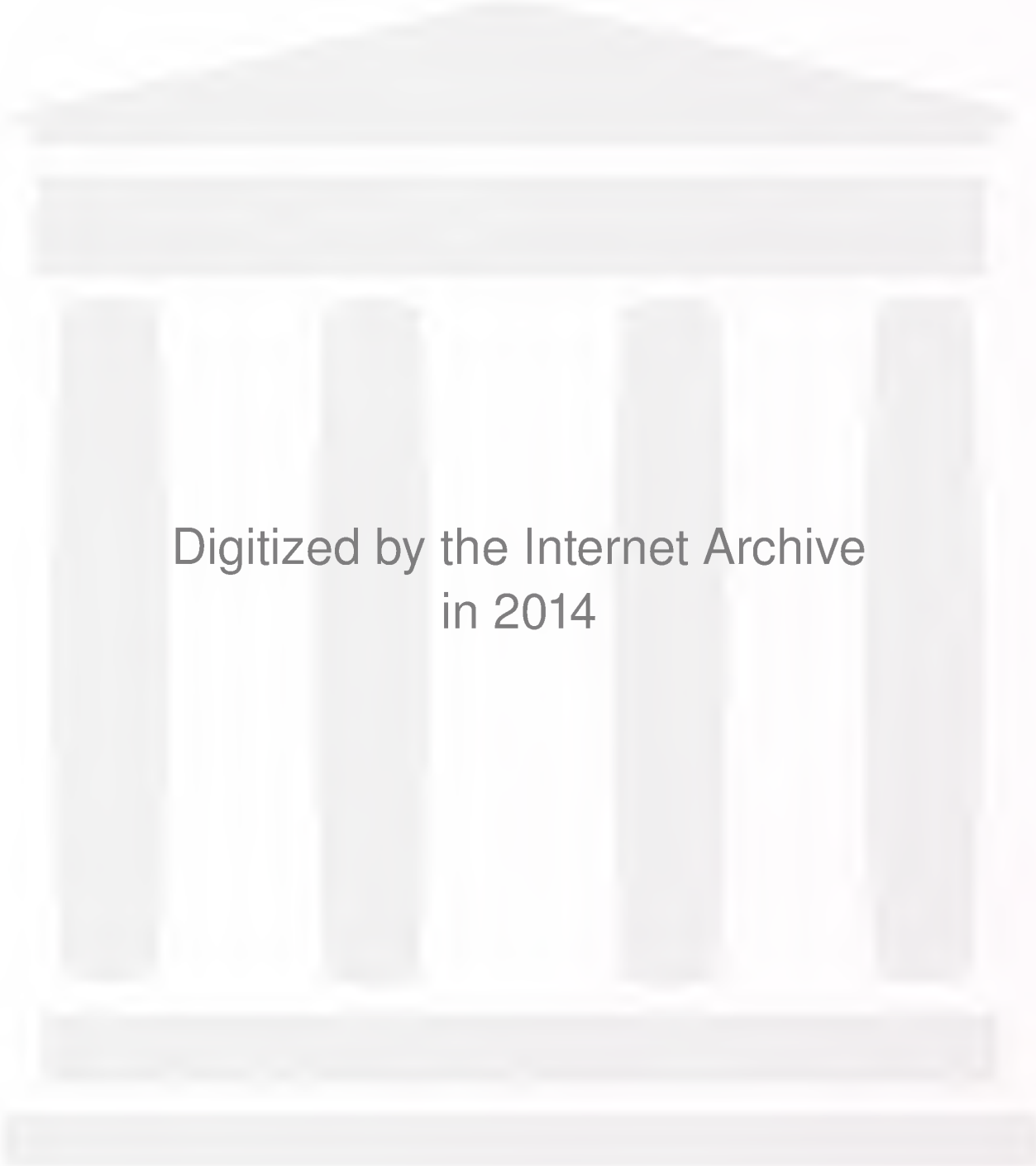
This process, developed by the MHD photographers, (Continued on Page 9)



| MAP INDEX NUMBER               | PROJECT NUMBER              | PROBABLE COMPLETION DATE | LENGTH, TYPE OF CONSTRUCTION AND LOCATION                                                                                                                                                                                 |
|--------------------------------|-----------------------------|--------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| FEDERAL AID PRIMARY PROJECTS   |                             |                          |                                                                                                                                                                                                                           |
| 101                            | F 33 (6) & F 108 (9)        | 6-30-65                  | 6.0 miles grade, drain, aggregate & plant mix bituminous surface. (U.S. 87-S. of Roundup).                                                                                                                                |
| 102                            | F 238 (10)                  | 7-15-66                  | 1.9 miles grade, drain, aggregate & plant mix bituminous surface. Sign. (Montana 287-Wolf Creek N.).                                                                                                                      |
| 103                            | F 64 (10)                   | 6-30-65                  | 0.2 mile repair of slide drainage. (U.S. 87-S. of Belt).                                                                                                                                                                  |
|                                | F 239 (13)                  | 9-16-65                  | 2.2 miles (0.1 mile Portland Cement Concrete, pavement, grade, drain, aggregate surface & plant mix bituminous surface. (U.S. 12-White Sulphur Springs N.E.).                                                             |
|                                | F 8 (11)                    | 9-16-65                  | 5.2 miles grade, drain, aggregate surface & plant mix bituminous surface. Widen 25-ft. timber bridge-Four Mile Creek to 40 ft. roadway. (U.S. 12-White Sulphur Springs N.E.).                                             |
| 105                            | F 262 (14)                  | 7-15-65                  | 9.6 miles grade, drain, aggregate & plant mix bituminous surface. Two prestressed concrete beam bridges. One 102-ft.-Thompson Creek. One 142-ft.-Little Missouri River. (U.S. 212-Wyoming Line N.W.).                     |
| 106                            | F-FG 68 (12) U1             | 6-30-65                  | 2.7 miles (four-lane divided) grade, drain, surface, plant mix bituminous surface. Signing & delineation. (U.S. 10A-E. of Anaconda).                                                                                      |
| 107                            | F 134 (7)                   | 6-30-65                  | 0.7 miles signing & delineation. (U.S. 212-Laurel S.).                                                                                                                                                                    |
| 108                            | U 388 (8)                   | 9-15-67                  | 0.2 miles four-lane divided, grade, drain, aggregate & plant mix bituminous surface. Sign. (U.S. 91-S. of Great Falls).                                                                                                   |
| 109                            | F 220 (8)                   | 7-16-65                  | 3.3 miles grade, drain, aggregate surface, & plant mix bituminous surface. (U.S. 2-E. of Cut Bank).                                                                                                                       |
|                                | F 154 (6)                   | 7-16-65                  | 4.2 miles grade, drain, aggregate surface, & plant mix bituminous surface. (U.S. 2-E. of Cut Bank).                                                                                                                       |
| 110                            | F 148 (8)                   | 6-30-66                  | Three prestressed concrete beam bridges. One 172-ft.-Beaver Creek. One 355-ft.-Milk River. One 143-ft.-Milk River Overflow. (U.S. 2-E. of Saco.).                                                                         |
|                                | F 148 (9)                   | 6-30-66                  | 7.6 miles grade, drain, aggregate & plant mix bituminous surface. (U.S. 2-E. of Saco).                                                                                                                                    |
| 111                            | F 69 (11)                   | 10-31-66                 | 0.4 mile grade, drain, aggregate & plant mix bituminous surface. Sign. (U.S. 10-Whitehall approach to I-90.).                                                                                                             |
| 112                            | F 86 (24)                   | 11-15-65                 | 11.8 miles grade, drain, aggregate & plant mix bituminous surface. (U.S. 12-E. of Miles City).                                                                                                                            |
| 113                            | F 217 (11)                  | 10-15-65                 | 9.2 miles grade, drain, aggregate & plant mix bituminous surface. Relocation portion of NP RY tracks. (U.S. 89-S. of Livingston).                                                                                         |
| 114                            | F 205 (8) U1                | 11-30-65                 | 1.3 miles grade, drain, aggregate & plant mix bituminous surface. Signing. (U.S. 10A-New alignment-Drummond South).                                                                                                       |
|                                | F 205 (8) U2                | 10-31-65                 | Three prestressed concrete beam structures. One 301-ft.-Clark Fork. One 163-ft.-CHSTP&P RY. One 188-ft.-NP RY. (U.S. 10A-New Alignment-Drummond S.).                                                                      |
| 115                            | U FG 228 (16)               | 6-30-65                  | 1.5 miles grade, drain, cement stabilized base, surface, concrete pavement, plant mix bituminous, seal coat oil. One concrete underpass - NP RR. (U.S. 10-In Billings).                                                   |
|                                | F 228 (19) U1               | 7-1-65                   | 0.6 miles grade, drain, aggregate & plant mix bituminous surface. Signing & delineation. (U.S. 10-West Billings Interchange).                                                                                             |
|                                | F 228 (19) U2               | 7-1-65                   | 0.6 miles fencing. (U.S. 10-West Billings Interchange).                                                                                                                                                                   |
| 116                            | F 260 (10)                  | 7-1-65                   | 0.5 miles grade, drain, aggregate & road-mix bituminous surface. Support wall for slide area correction. (U.S. 2-E. of W. Glacier).                                                                                       |
| 117                            | F 115 (14)                  | 8-1-65                   | 8.6 miles grade, drain, aggregate & plant mix bituminous surface. Signing & lighting. (U.S. 12-Harlowton E.).                                                                                                             |
| 118                            | F 149 (21) & F 395 (9)      | 6-30-65                  | Lighting & signals. (U.S. 87 & Bypass Junction-Great Falls).                                                                                                                                                              |
|                                | F 180 (7)                   | 6-30-65                  | Lighting & signals. (U.S. 87-E. of Great Falls).                                                                                                                                                                          |
| 119                            | F 193 (16)                  | 9-15-65                  | 1.6 miles grade, drain, aggregate & plant mix bituminous surface. (Montana 5-In Plentywood).                                                                                                                              |
| 120                            | F 114 (6)                   | 6-30-65                  | 2.4 miles signing & delineation. (U.S. 10-Hysan connection to Interstate 94.).                                                                                                                                            |
| 121                            | ER 53 (2) (F 208)           | 6-30-65                  | Repair flood damaged 122-ft. prestressed concrete beam bridge-Kennedy Creek & Road Approaches. (U.S. 89-N.W. of Browning).                                                                                                |
| 122                            | ER 57 (2) (F 236)           | 6-30-65                  | 0.2 mile repair flood damage, grade, drain, aggregate & bituminous surface treatment. Install 12'10"S x 8'4"R. x 82" S.P.D.A.C. Culvert & Cartwright Coulee. (U.S. 87-N. of Dupuyer).                                     |
| 123                            | F 191 (20) U1               | 6-30-65                  | 7.3 miles (2.5 miles grade & drain) surface, plant mix bituminous & seal coat oiling. (U.S. 93-N. of Polson).                                                                                                             |
| 124                            | F 246 (13)                  | 6-30-65                  | 9.2 miles grade, drain, aggregate & plant mix bituminous surfacing. (Montana 20S - S.E. of Circle).                                                                                                                       |
| 125                            | F 2 (17)                    | 6-30-65                  | 24.4 miles aggregate & plant mix bituminous surfacing. (Montana 7-N. of Baker).                                                                                                                                           |
| 126                            | ER 59 (3)                   | 7-31-65                  | One 183-ft. prestressed concrete beam bridge-Deep Creek. Road approaches. (Montana 287-S. of Choteau).                                                                                                                    |
| 127                            | F 184 (15)                  | 6-30-65                  | 1.1 miles seeding & mulching. (U.S. 10-N. of Deer Lodge).                                                                                                                                                                 |
| 128                            | ERFO 41 (1) **              | 1965                     | 1.0 mile grade, drain, aggregate & plant mix bituminous surfacing. One 36-ft. concrete slab bridge-Cougar Creek. (U.S. 191 N. of W. Yellowstone).                                                                         |
| 129                            | F 251 (11)                  | 9-15-65                  | 7.6 miles grade, drain, aggregate & plant mix bituminous surface. (Montana 5-Scobey E.).                                                                                                                                  |
| 130                            | F 27 (6) & F 28 (5)         | 9-15-65                  | 6.1 miles grade, drain, aggregate & plant mix bituminous surface. (U.S. 87-S. of Grass Range).                                                                                                                            |
| 131                            | F 43 (17)                   | 6-30-65                  | 15.9 miles plant mix bituminous surface. (Montana 43-N. of Wisdom).                                                                                                                                                       |
| 132                            | F 53 (13) & F 230 (9)       | 6-30-65                  | 2.1 miles, four-lane median divided grade, drain, aggregate & plant mix bituminous surface. (U.S. 10-Billings E.).                                                                                                        |
| 133                            | ER 57 (6) (F 236)           | 6-30-65                  | 0.3 mile grade, aggregate & bituminous treatment, bridge approaches. One 122-ft. prestressed concrete beam bridge-Dupuyer Creek Overflow. (U.S. 89-N. of Dupuyer).                                                        |
| 134                            | F 215 (12) U1               | 11-30-65                 | One 122-ft. prestressed concrete beam bridge-Lolo Creek. (U.S. 93 - S. of Lolo).                                                                                                                                          |
| 135                            | ER 59 (2) (F 65)            | 9-30-65                  | One 60-ft. prestressed concrete beam span addition to existing 165-ft. concrete & steel pony truss bridge-Teton River. (U.S. 89-S. of Choteau).                                                                           |
| 136                            | SMP 4220-01-4310-01-23-4030 | 6-30-65                  | Repair drainage system & retaining wall of underpass - GN RY. (Mont. 13W - In Wolf Point).                                                                                                                                |
| 137                            | F 191 (28)                  | 10-31-66                 | One 1536-ft. prestressed concrete beam bridge-Flathead River. 0.4 mile grade, aggregate & plant mix surface approaches. (U.S. 93-Polson W.).                                                                              |
| 138                            | F 9999 (2)                  | 12-1-65                  | 348.7 miles signing & delineation. Signals & channelization of three intersections in Helena. (U.S. 12-Garrison to Forsyth).                                                                                              |
| 139                            | ER 50 (2) (F 252)           | 6-30-65                  | Fill repair and bank protection along Teton River. (U.S. 87-N. of Fort Benton).                                                                                                                                           |
| 140                            | ER 57 (7) (F 236)           | 9-30-65                  | 0.3 mile grade, drain, aggregate & bituminous surface treatment surface. One 82-ft. prestressed concrete beam bridge-Valier Irrigation Canal. (U.S. 89-N. of Dupuyer).                                                    |
|                                | ER 54 (1) (F 235)           | 6-30-65                  | Fill repair and bank protection along Otter Creek. (U.S. 87-W. of Stanford).                                                                                                                                              |
| FEDERAL AID SECONDARY PROJECTS |                             |                          |                                                                                                                                                                                                                           |
| 201                            | S 340 (8)                   | 8-15-65                  | 4.4 miles grade, drain, aggregate & plant mix bituminous surface. (S. of Chinook).                                                                                                                                        |
| 202                            | S 58 (6)                    | 8-31-65                  | 1.1 miles grade, drain, aggregate & plant mix bituminous surface. One 650-ft. welded plate girder bridge - Flathead River. One 128-ft. prestressed concrete beam overpass - NP RY. (Perma North).                         |
| 203                            | R-AD 11 (1) & S 368 (16)    | 9-15-65                  | 14.9 miles grade, drain, aggregate & plant mix bituminous surface. Widen to 30-ft. roadway bridge over East Fork Cherry Creek. (Glasgow N.).                                                                              |
| 204                            | S 316 (11)                  | 6-30-65                  | 7.6 miles grade, drain, aggregate & plant mix bituminous surfacing. (N. of Cut Bank).                                                                                                                                     |
| 205                            | S 318 (4) & S 347 (11) *    | 8-31-65                  | 8.2 miles grade, drain, aggregate & plant mix bituminous surfacing. (Ekalaka S.).                                                                                                                                         |
| 206                            | S-SG 192 (4) U1             | 7-1-65                   | 1.0 miles grade, drain, aggregate & plant mix bituminous surfacing. Signing & delineation. (Connection to W. Billings Interchange).                                                                                       |
|                                | S-SG 192 (4) U2             | 7-1-65                   | 1.0 mile fencing. (Connection to W. Billings Interchange).                                                                                                                                                                |
|                                | S-SG 192 (5)                | 6-30-65                  | One 190-ft. prestressed concrete beam overpass-NP RY. (S.W. of Billings).                                                                                                                                                 |
| 207                            | S 35 (13)                   | 10-30-65                 | 10.2 miles grade & drain. (W. of Dillon).                                                                                                                                                                                 |
| 208                            | S 18 (6)                    | 6-30-65                  | 7.3 miles grade, drain, aggregate & plant mix bituminous surfacing. One 112-ft. prestressed concrete beam bridge-Musselshell River. (Twodot S.).                                                                          |
| 209                            | S 237 (3)                   | 9-1-65                   | 5.9 miles grade, drain, aggregate & plant mix bituminous surface. (Jct. with I 15 9-01-65 E. - E. of Kevin ).                                                                                                             |
| 210                            | S 2 (7)                     | 6-15-65                  | 6.2 miles aggregate & plant mix bituminous surface. (Junction Montana 20E.).                                                                                                                                              |
| 211                            | ERFO 41 (1) **              | 1965                     | 15.6 miles grade, drain, aggregate & plant mix bituminous surfacing. Two concrete slab bridges. 75-ft. Grayling Creek & 124-ft. Beaver Creek. Widen 83-ft. concrete girder bridges-Cabin Creek. (N.W. of W. Yellowstone). |
| 212                            | S-SG 218 (2)                | 9-30-65                  | 0.6 miles grade, drain, aggregate & plant mix bituminous surfacing. One 34-ft. concrete underpass-Dakota Street. Two 38-ft. steel underpasses-CHSTP&P RR. (Russell St.-S. of Missoula).                                   |
| 213                            | S 301 (13)                  | 6-30-65                  | 5.0 miles grade, drain, aggregate & plant mix bituminous surface. (N.W. of Havre).                                                                                                                                        |
| 214                            | S 65 (7)                    | 7-1-65                   | 4.9 miles aggregate & plant mix bituminous surface. (S. of Big Fork).                                                                                                                                                     |
| 215                            | ROW S 370 (13)              | 6-30-65                  | Reset 239 rods of fencing. (W. of Wilsall).                                                                                                                                                                               |
| 216                            | S 307 (14)                  | 7-31-65                  | 6.1 miles grade, drain, aggregate & plant mix bituminous surface. Widen three timber bridges to 28-ft.-Little Battle Creek, two 75-ft.-Butte and Cowboy Steel Creek. (S.E. of Geraldine).                                 |
|                                | S 307 (15)                  | 7-31-65                  | 5.1 miles grade, drain, aggregate & plant mix bituminous surface. (S.E. of Geraldine).                                                                                                                                    |
| 217                            | S 264 (4)                   | 6-30-65                  | Install 120" Structural Plate Pipe. (N. of Van Norman).                                                                                                                                                                   |
| 218                            | S 417 (3)                   | 7-30-65                  | 7.3 miles grade, drain, aggregate & plant mix bituminous surface. (S.E. of Plentywood).                                                                                                                                   |
| 219                            | S 85 (00) U2 & S 85 (3) U2  | 6-30-65                  | Three prestressed concrete beam bridges. One 92-ft. & 71-ft.-Horse Prairie Creek. One 71-ft.-Medicine Lodge Creek. (Armstead W.).                                                                                         |
| 220                            | S 192 (7)                   | 7-1-65                   | 3.2 miles grade, drain, aggregate & plant mix bituminous surface. (N.E. of Laurel).                                                                                                                                       |
| 221                            | S 410 (3)                   | 9-1-65                   | 6.6 miles grade & drain. (N. of Troy).                                                                                                                                                                                    |
| 222                            | S 405 (3)                   | 10-15-65                 | 7.9 miles grade, drain, aggregate & plant mix bituminous surface. One 163-ft. prestressed concrete beam bridge-Spring Creek. (Hanover E. & W.).                                                                           |
| 223                            | ER 53 (4) (FAS 266)         | 6-30-65                  | One 173-ft. prestressed concrete beam bridge - Cut Bank Creek. (N. of Browning).                                                                                                                                          |
| 224                            | S 413 (3)                   | 6-30-65                  | 1.9 miles grade, drain, aggregate & plant mix bituminous surface. One 102-ft. prestressed concrete beam bridge-Flint Creek. (S. of Drummond E.).                                                                          |
|                                | S 414 (3)                   | 6-30-65                  | 2.5 miles grade, drain, aggregate & plant mix bituminous surface. (S. of Drummond W.).                                                                                                                                    |
| 225                            | ER 53 (5) (FAS 249)         | 6-30-65                  | One 163-ft. prestressed concrete beam bridge - Cut Bank Creek. (N.W. of Browning).                                                                                                                                        |
| 226                            | ER 57 (4) (S 193)           | 6-30-66                  | One 285-ft. prestressed concrete beam bridge-Bird Creek. (N.W. of Valier).                                                                                                                                                |
| 227                            | S 328 (2) (Non-Part.)       | 6-30-65                  | Repair one 173-ft. prestressed concrete beam bridge-W. Fk. Bitterroot River. (S. of Darby).                                                                                                                               |
| 228                            | ER 50 (3) (S 339)           | 6-30-65                  | Channel clearing, bridge beam repair and bank protection of 298-ft. Steel & Concrete Bridge - Teton River. (N.W. of Fort Benton).                                                                                         |
| 229                            | S 419 (3)                   | 8-30-65                  | 0.9 miles grade, drain, aggregate surface. 0.7 miles plant mix bituminous surface. (Approach I 90 Separation-W. of Alberton).                                                                                             |
| 236                            | S 9 (10)                    | 6-30-65                  | 3.7 miles reshape, aggregate & plant mix bituminous surface. (S. of Boulder).                                                                                                                                             |
| 237                            | S 107 (9)                   | 6-30-65                  | 7.0 miles grade, drain, aggregate & plant mix bituminous surface. Widen timber bridge to 32-ft. roadway. (N.E. of Conrad).                                                                                                |
| 238                            | S 400 (3)                   | 6-30-65                  | 6.4 miles grade & drain. (S. of Hamilton E.).                                                                                                                                                                             |
|                                | S 400 (4)                   | 6-30-65                  | 6.4 miles aggregate & plant mix bituminous surface. (S. of Hamilton E.).                                                                                                                                                  |
| 239                            | S 426 (4)                   | 8-31-65                  | 0.2 mile grade, drain, aggregate surface, approaches to Gallatin River Bridge. (N.E. of Manhattan).                                                                                                                       |
| 240                            | S 415 (3)                   | 6-30-65                  | 6.0 miles grade, drain, aggregate surface. One 92-ft. prestressed concrete beam bridge-Lake Creek. (E. of Medicine Lake).                                                                                                 |
| 241                            | S 194 (4)                   | 6-30-65                  | 0.3 miles grade, drain, aggregate surface. One 225-ft. prestressed concrete beam bridge-Box Elder Creek. (E. of Ekalaka).                                                                                                 |
| 242                            | S 243 (3)                   | 7-31-65                  | 6.5 miles grade, drain, aggregate & plant mix bituminous surface. (S. of Bozeman).                                                                                                                                        |
| 243                            | S 388 (5)                   | 6-30-65                  | 9.5 miles grade, drain, & aggregate surface. (N.E. of Miles City).                                                                                                                                                        |
| 244                            | US 70 (4)                   | 8-15-65                  | 0.7 miles grade, drain, aggregate & plant mix bituminous surface. (Fifth Avenue In Havre).                                                                                                                                |
|                                | S 402 (3)                   | 6-30-65                  | 7.8 miles grade, drain, surface, plant mix bituminous & seal coat oiling. (N.E. of Culbertson).                                                                                                                           |
| OFF SYSTEM PROJECTS            |                             |                          |                                                                                                                                                                                                                           |
|                                | GNP 8-A4 *                  | 1965                     | One 403-ft. prestressed concrete beam bridge-N. Fk. Flathead River. (In Glacier Park).                                                                                                                                    |
|                                | GNP 8-A5 *                  | 1965                     | 8.5 miles grade, drain & base. (In Glacier Park).                                                                                                                                                                         |
| 302                            | ERFO 63 (1) *               | 1966                     | Reconstruct seven bridges & repair one bridge. (In Glacier Park).                                                                                                                                                         |
| 303                            | ERFO 66 (2) *               | 1965                     | One 201-ft. treated timber bridge-McDonald Creek. (In Glacier Park).                                                                                                                                                      |

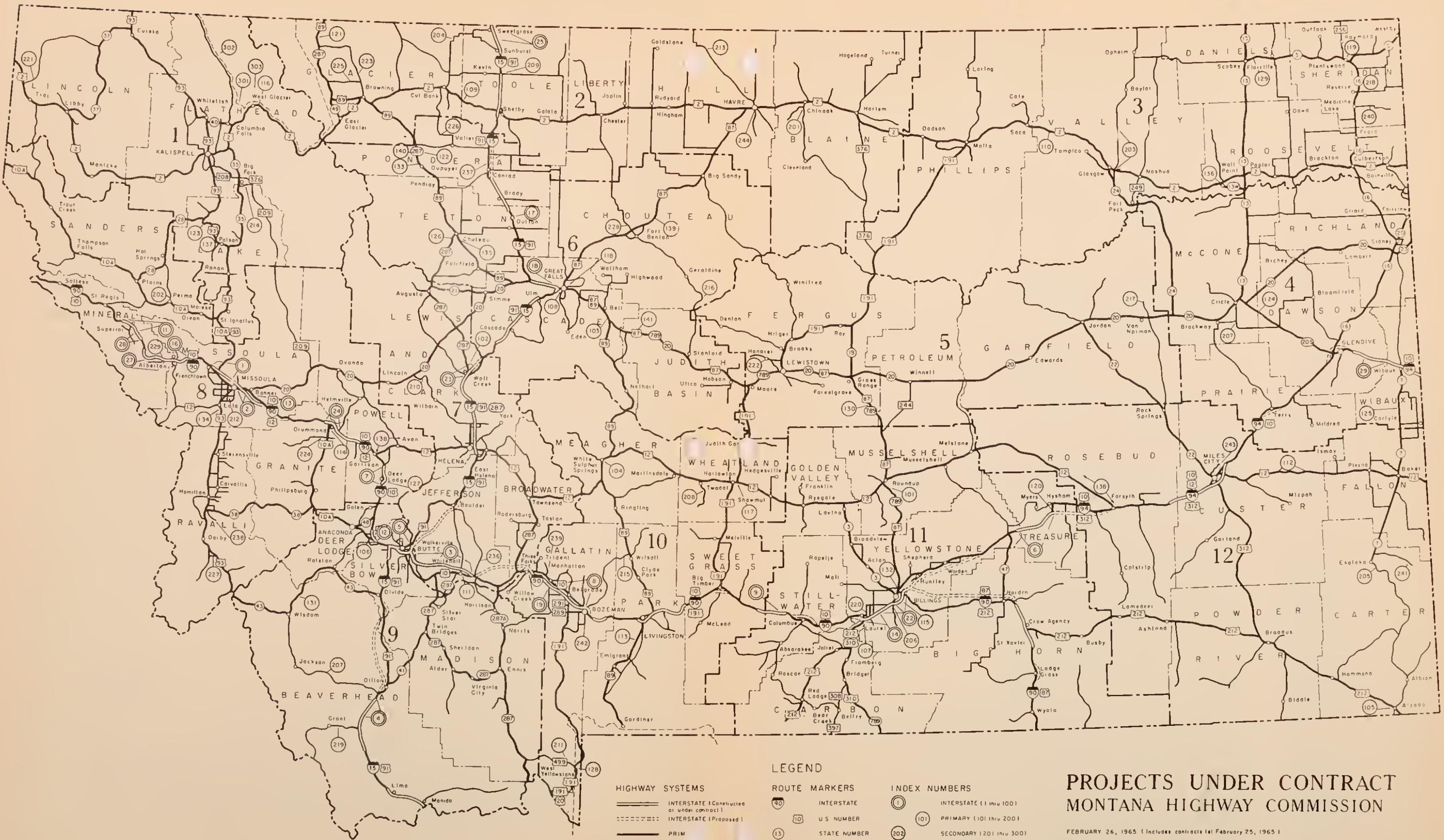
\* - Bureau of Public Roads Projects.

\*\* - Bureau of Public Roads Projects. - Map Index Numbers 128 & 211 one contract.



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## PROJECTS UNDER CONTRACT MONTANA HIGHWAY COMMISSION

FEBRUARY 26, 1965 (Includes contracts let February 25, 1965)



| MAP INDEX NUMBER                | PROJECT NUMBER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       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| 1                               | I-10 90-2 (25) 95 U1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 10-31-66                                                       | 7.8 miles four-lane divided, grade, drain, cement base stabilization, aggregate surface, plant mix bituminous & Portland Cement Concrete paving. Signing. Nine prestressed concrete structures. One 321-ft. Underpass-DeSmet Interchange, dual 163-ft. overpass - NP RY, dual 138-ft. overpass-County Road, dual 195-ft. overpass-Grant Creek & Interchange, two 32-ft. bridges-Grant Creek on Interchange ramps. (New alignment - I 90-W. of Missoula).                                                                                                                               |
| 2                               | I-10 90-2 (25) 95 U2<br>I-10 90-2 (14) 105 U1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        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One 88-ft. steel & concrete NP RY overpass-Van Buren Street. Signing & lighting. (New alignment - I 90-Missoula E.).                                                                                                                                                                                                                                                                                                                         |
| 3                               | I-10 90-2 (14) 105 U2<br>I 90-6 (8) 226 U1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           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(New alignment - I 90-Missoula E.).<br>2.8 miles four-lane divided, grade, drain, cement stabilized base, aggregate surface, plant mix bituminous surface & concrete pavement. (New alignment - I 90-Butte S.E.).                                                                                                                                                                                                                                                                                                                                                   |
|                                 | I 90-4 (8) 226 U2<br>I 90-4 (10) 229 U1<br>I 90-5 (61) 231 U1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        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(New alignment - I 90-Butte S.E.).<br>2.6 miles four-lane divided, grade, drain, aggregate surface, plant mix bituminous surface. Signing. (New alignment - I 90-Butte S.W.).<br>2.3 miles four-lane divided, grade, drain, aggregate surface, plant mix bituminous surface. One 230-ft. prestressed concrete beam underpass. Homestead Interchange. Signing. (New alignment - I 90-Butte S.E.).                                                                                                                                                                    |
|                                 | I 90-5 (7) 233 U1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    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Dual 123-ft. prestressed concrete beam overpass - Pipestone Interchange. (New alignment - I 90-Butte S.E.).                                                                                                                                                                                                                                                                                                                                                                                |
|                                 | I 90-4 (10) 229 U2<br>I 90-5 (6) 231 U2<br>I 90-5 (7) 233 U2<br>I 90-5 (8) 231 U1<br>I 90-5 (5) 241 U1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               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(New alignment - I 90-Butte S.E.).<br>2.3 miles fencing. (New alignment - I 90-Butte S.E.).<br>7.1 miles fencing. (New alignment - I 90-Butte S.E.).<br>2.6 miles grade, drain, aggregate surface. Signing. (Moore Creek Access Road to I 90.).<br>4.6 miles four-lane divided, grade, drain, aggregate surface, plant mix bituminous surface. Signing. One 275-ft. prestressed concrete beam underpass - County Road. (New alignment - I 90-Whitell E. & W.).                                                                                                      |
|                                 | I 90-5 (5) 241 U2<br>I-10 90-5 (5) 241 U3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            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(New alignment - I 90-Whitell E. & W.).<br>Dual 315-ft. steel girder overpasses-NP RY. Four prestressed concrete beam bridges, Dual 108-ft. County Road, Dual 128-ft. Miltwhell Interchange. (New alignment - I 90-Whitell E. & W.).                                                                                                                                                                                                                                                                                                                                |
| 4                               | I 15-1 (20) 51 U1<br>I 15-1 (20) 51 U2<br>I 15-1 (20) 51 U3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 7-31-66<br>7-31-66<br>9-30-65                                  | 6.8 miles grade, drain, aggregate & plant mix bituminous surface. Rest area. Signing. (I 15-W. of Dillon.).<br>6.8 miles fencing. (I 15-S. of Dillon.).<br>Three prestressed concrete beam structures. One 188-ft. Beaverhead River, one 163-ft. Beaverhead River, one 123-ft. Barretts Interchange. (I 15-S. of Dillon.).                                                                                                                                                                                                                                                             |
| 5                               | I-10 15-2 (16) 126 U2 &<br>I 15-2 (16) 126 U2<br>I-10 15-2 (16) 126 U3<br>I 15-2 (2) 126 U3<br>I-10 15-2 (16) 126 U4<br>I-10 15-2 (16) 131 U1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        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B&P RY & Chairap RY, three steel & concrete overpasses, one 422 & 189-ft. NP RY & Clark Fork, one 244-ft. W. Butte Interchange. (I 15-Butte W.).<br>2.2 miles fencing. (I 15-Butte W.).<br>0.4 miles fencing. (I 15-Butte W.).<br>Dual 463-ft. steel & concrete overpasses - NP RY & CHSTP&P RY. (I 15 - Butte W.).<br>3.6 miles grade, drain, cement stabilized base, aggregate & plant mix bituminous surfacing. One 230-ft. steel & concrete overpass NP RY. Signing. (New alignment I 15-Butte N.E.). |
|                                 | I-10 15-2 (18) 131 U2<br>I 15-2 (19) 126<br>I 90-1 (7) 50<br>I 90-1 (7) 51<br>I 90-1 (7) 52<br>I 90-1 (7) 53<br>I 90-1 (7) 54<br>I 90-1 (7) 55<br>I 90-1 (7) 56<br>I 90-1 (7) 57<br>I 90-1 (7) 58<br>I 90-1 (7) 59<br>I 90-1 (7) 60<br>I 90-1 (7) 61<br>I 90-1 (7) 62<br>I 90-1 (7) 63<br>I 90-1 (7) 64<br>I 90-1 (7) 65<br>I 90-1 (7) 66<br>I 90-1 (7) 67<br>I 90-1 (7) 68<br>I 90-1 (7) 69<br>I 90-1 (7) 70<br>I 90-1 (7) 71<br>I 90-1 (7) 72<br>I 90-1 (7) 73<br>I 90-1 (7) 74<br>I 90-1 (7) 75<br>I 90-1 (7) 76<br>I 90-1 (7) 77<br>I 90-1 (7) 78<br>I 90-1 (7) 79<br>I 90-1 (7) 80<br>I 90-1 (7) 81<br>I 90-1 (7) 82<br>I 90-1 (7) 83<br>I 90-1 (7) 84<br>I 90-1 (7) 85<br>I 90-1 (7) 86<br>I 90-1 (7) 87<br>I 90-1 (7) 88<br>I 90-1 (7) 89<br>I 90-1 (7) 90<br>I 90-1 (7) 91<br>I 90-1 (7) 92<br>I 90-1 (7) 93<br>I 90-1 (7) 94<br>I 90-1 (7) 95<br>I 90-1 (7) 96<br>I 90-1 (7) 97<br>I 90-1 (7) 98<br>I 90-1 (7) 99<br>I 90-1 (7) 100<br>I 90-1 (7) 101<br>I 90-1 (7) 102<br>I 90-1 (7) 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## PICTURES DON'T LIE

(Continued from Page 4)

tographic department, provides a pictorial record of the condition of the tunnel walls and ceiling before any highway construction is started in the vicinity.

By obtaining photographs of the tunnel, it can be determined if any damage is done during the construction stages, which by nature require considerable blasting in the area near the tunnel.

The appearance of a crack or fissure, can easily be checked by referring to the pictures to see if it had been there previously.

The interior of the tunnel had to be positioned and marked on the walls to provide reference marks, and the actual photography was accomplished from a platform constructed on a railroad push cart, propelled by a motor cart. The platform carried the camera, flash guns, and personnel who made notes on the progress.

This process has been completed on two tunnels, and two more are scheduled to receive the same treatment in the near future.

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## JOHNSON ATTENDS MEETINGS

State Highway Engineer, Paul M. Johnson, attended a meeting in Washington, D.C. last month at which time all chief engineers of the State Highway Departments of the U.S. were apprised of the President's beautification program of highways. The Chief Executive's plans include landscaping, seeding, rest areas, look-out areas for scenic spots, and screening methods for unsightly eye-sores, which tend to reduce the esthetic qualities of a modern highway system.

It was also discussed at the meeting, the estimated highway needs for the period 1965-1985, and to submit them for consideration of Congress when it convenes in 1966.

Montana's estimate will be prepared and ready to submit, however, by July of this year, Johnson said.

The Chief Engineer also attended a study group which met in Denver on the 10th and 11th of this month. This was a joint group

of chief engineers from California, New York and Montana, who met with representatives of the American Association of Railroads for the purpose of discussing "Development of Uniform Construction Clauses."

The aim of the group was to try and develop a clause to cover construction of overpasses and underpasses and provide unity between all highway departments and all railroads. This was a continuation of the study group which was started in Atlanta last December at the AASHO meeting.

Besides the Chief Engineers, the meeting was attended by the highway attorneys from Nevada, Missouri and the Bureau of Public Roads. Railroads represented included the Chicago Rock Island, Seaboard, Santa Fe, Pennsylvania and Southern Pacific lines.

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## EMPLOYEE HONORED

Starrett J. "Ben" Burgess was honored at an informal retirement dinner last Dec 14.

"Ben" was employed in the Materials Section of the Lab for 18 years, and among many other accomplishments he did a great amount of research work on destruction of asphalt paving by micro-organisms.



Seventy-five of his friends and co-workers gathered to wish him well in his retirement, which it is anticipated will be filled with mining, golfing and other hobbies which he and his wife, Hazel, enjoy.

Bill Ashton, Assistant Materials Engineer, ably handled the duties of Emcee.



## WOULD YOU KNOW WHAT TO DO?

The January issue of the *Highway User* magazine, carried an interesting article about procedure in case of an accident. There are several pointers which should prove of interest to all who drive a vehicle.

Of course, the first thing to do is to stop. Don't be considered a hit-and-run driver, most states have laws which frown upon this type of offense.

By all means, keep your wits about you. Don't press the panic button.

Make a quick check of injuries, both to yourself and to others. Be careful not to move an injured person who is unconscious or in severe pain.

Notify the authorities, and try to protect the area until they arrive. Summon help from passersby to flag the traffic to avoid another accident.

Make no comments or statements about the blame for the accident. Exchange names and addresses with the other driver involved.

Do your best to cooperate with law enforcement officers. Give them facts, but not opinions. If you have any doubts, you are within your rights to summon your attorney. Meanwhile do not sign anything at the scene, or elsewhere, without your lawyer's advice.

Get names and addresses of witnesses, and make notes of your own. If you have a camera, take pictures.

Montana requires a written report to be filed with the Highway Patrol. Be sure to do this promptly.

Contact your insurance company, or companies.

Make no payments, nor promises, at the accident scene.

If you are physically able to do so, remain at the accident until released by the investigating officer.

CL hopes you never have occasion to use these bits of advice, but it is well to know what to do—just in case.

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## NEWS FROM THE DIVISIONS

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### GLENDIVE

Raymond S. Sampson, who was hired as a helper for Frank D. Redding, in Richey in 1959 has accepted the position of sectionman in this area after the untimely death of Mr. Redding.

Anton Scherting, office manager, was a member of the pit orchestra at a recent Minstrel and Talent Show, held to raise money for the Junior College and its future expansion.

Our division is sending two teams to the Bowling Tournament in Lewistown, one men's team and one ladies. We expect to carry off top honors, naturally.

Frank D. Redding, sectionman at Richey, passed away Feb. 7 after a short illness. He had been an employee in the maintenance department since 1943. Sympathy is extended to his family.

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### GREAT FALLS

Citizens of the Great Falls and Choteau areas were saddened by the loss of two true Montana Pioneers. Mrs. Ida Birkenbuel of Great Falls, wife of retired Maintenance Foreman, Frank Birkenbuel, passed away March 2. Mrs. James W. Hightower of Choteau, mother of Jimmy Hightower—Sectionman at Fort Benton, passed away Feb. 28. Our sincere condolences to the members of these families.

Russell Sherman of Hamilton, Montana, and, prior to his retirement, Maintenance foreman at Great Falls, stopped in to say "Howdy" to his many friends. He reports that retirement is all right, but tough on eye balls! "Rusty" has had several operations for cataracts but we are happy to report—all is going well now.

Currently the leaders in the team event in the 15th Annual Handicap Tournament being rolled at Little's Lanes in Great Falls, is a team from Helena. This team has two Hi-way employees on it. In second and third place are teams composed primarily of local Hi-way employees. At the rate the Hi-way



boys are dumping the lumber, we look for some records to be shattered at our forthcoming tournament in Lewistown.

#### BILLINGS

Garth Hougaard was elected President of the Big Sky Federal Credit Union recently. Buck Homewood, and Ken Hartman were re-elected to First and Second Vice-Presidents, and George Haider goes into his second year as the over-worked Secretary-Treasurer.

Joe Gallagher has been appointed new Office Engineer, succeeding Walter Ward, who has stepped up to Division Design Engineer.

A welcome is extended to two new employees, Bryan Huntington in the Maintenance Department. Bryan has transferred to the Billings office from Lodge Grass. Helen Hastings of Billings is the new secretary for the R/W department. She will work with "Gym" Rawlins.

Dave Garton has been promoted to Instrumentman. Dave placed on top of the instrumentmans roster after the test last fall.

Billings Division claims another record, and also welcomes a prospective new engineering aid. Mr. and Mrs. Jack Tobel are the parents of a son born December 20, and weighing in at two pounds, 11 ounces. That's right—*two pounds, eleven ounces*. Reports are that the lad is doing fine after his recent release from the hospital.

#### LEWISTOWN

Last month we promised the address for Walter Koester. It is Casa Colina Rehabilitation Center, 255 E. Bonita Ave., Pomona, California. He will be glad to hear from his MHD friends.

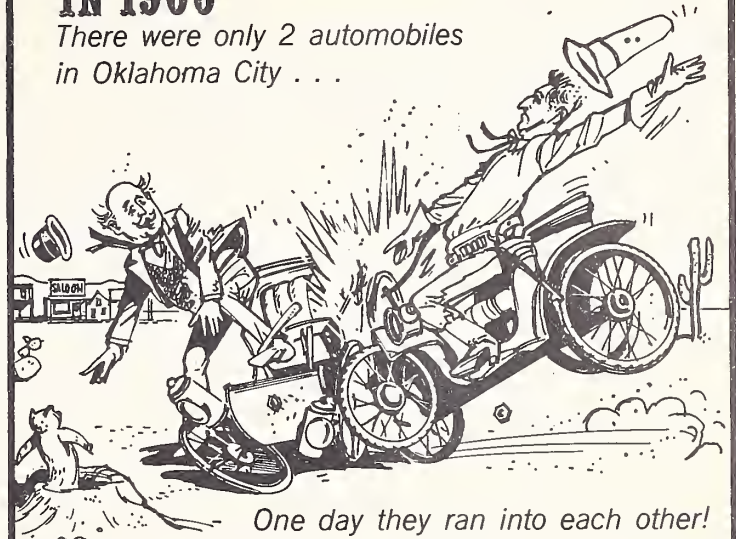
Don Kraftenburg spent several days in the hospital after a freak hunting accident. He is recovering slowly and has returned to work.

The gang of this division welcomes Frank Stolle, who joins the staff as a mechanic. He is a native of Montana, married, and has three children. He enjoys camping with his family, and his hobby is photography.

## The Road Report . . . BY ARBA

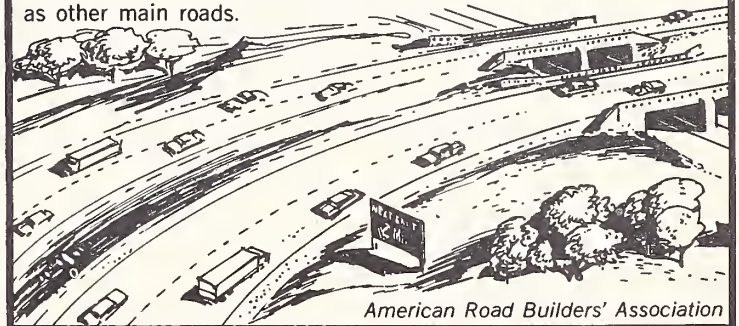
### IN 1900

There were only 2 automobiles in Oklahoma City . . .



One day they ran into each other!

Traffic separation (keeping streams of traffic apart) . . . keeps down congestion and collisions . . . Such safety features make freeways three times as safe as other main roads.



American Road Builders' Association

CL thanks Mr. Phil G. Schlamp, of Hoffman route, Livingston, for his letter of January 31, which reads as follows:

"I would like to express my appreciation to your Department for the excellent job of winter maintenance the local crew is doing on the highway south of Livingston.

Since we must drive our children to school (Pine Creek) we appreciate the fact that the highway has had sanding done to it before we leave the house.

I would like to commend the local crew for the fine job they are doing for us in this area."

Once upon a time there was a town in Montana by the name of Salesville. It shows on the 1923 map. Today it is known as Galatin Gateway, and is located on U. S. Highway No. 191, about 12 miles south and west of Bozeman.





## WHERIZZIT?

Two of Centerline's readers came up with the right answer to last month's location—VAN NORMAN-Ft. PECK, on Route No. 24. LeRoy Hargrove, hydraulics engineer in Helena was first to identify the location, but Bob Rountree, division engineer at Glendive sent in a correct answer, too. The guesses ranged from Browning, to Clancy, to Rapelje, to Circle.

Since this contest is proving so popular with our readers, CL herewith submits another WHERIZZIT for this month. If you know where it is, send your answer to Centerline, MHD, Helena, 59601.

The AAA reports that they will conduct a basic Driver Education for College and High School teachers, July 12-23, at Montana State University. Conducting the course will be Dr. A. L. Urlaub of the AAA and University teaching staffers, headed by James M. Thrasher of MSU.

Emphasizing the need for more and better highways in our country is the report from the Automobile Manufacturers' Association which states that as of March 2, the total number of vehicles produced so far this year was 1,877,277.

*The Center Line*  
STATE HIGHWAY DEPARTMENT  
Helena, Montana 59601



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